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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Lake Superior ports will require 800,000 tons more coal this year than they demanded last year.

The schooner Kate Winslow, Captain Somerville, has been painted black with red bottom and white ribbons. She makes quite a contrast to the rest of the fleet.

Captain D. H. Stalker is in the city. He came in from Chicago Monday to fitout the schooner M. W. Paige, who will receive some extensive repairs.

Captain F. D. Welcome, who has been looking after the construction of the new steamer built for Hon. James Ash, of Buffalo, at Messrs. Quayle's Sons yard, says that he has been shipmates with the Providence windlass on several boats and that he is glad to say that they have always proved very satisfactory in every particular.

Captain George A. Simpson, our compass adjuster, returned from the east Tuesday, where he spent the winter, and reports a pleasant time, receiving and visiting old friends and relatives.

Following hard upon the launch of the Pratt, will be the christening of her consort, the Annie M. Ash, which will be launched in about one week from Tuesday, or as soon as the ways can be brought from the lower to the upper yard and put into place.

The Moore, Bartow & Co.'s boat is growing daily. She is all in frame, two-thirds ceiled and ready for her first shelf piece. Her bottom is all planked, and she is ready to receive her main deck beams. This boat will have double steel arches inside and out, and no expense will be spared in her construction to make her equal to any.

The tonnage, according to the report of the bureau of navigation, of the following craft is: Schooner Mary Woolson, of Port Huron, 708.90 gross, and 673.46 net; schooner W. C. Kimball, of Milwaukee, 33.05 gross, and 31.40 net; steamer Owego, Buffalo, 2611.98 gross, and 1940.02 net; steamer Moravia, of Port Huron, 1067.47 gross, and 1014.10 net; steamer Geo. W. Morley, of Port Huron, 1045.79 gross, and 797.31 net; steamer Alfred P. Wright, of Buffalo, 2207.23 gross, and 1899.51 net; steamer Alex H. Sloan, of Buffalo, 25.33 gross, and 12.66 net; steamer Petosky, of Grand Haven, 770.96 gross, and 544.51 net; steamer Thomas Monson, of Cleveland, 20.43 gross, and 10.22 net; steamer Pascal P. Pratt, of Buffalo, 1927.30 gross, and 1642.19 net.

A basis for rates of lake freight, single trips, on coal from Ohio ports, is now well established, but as far as can be learned no big blocks of coal have as yet been taken, the vessel men refusing to tie up their boats with coal contracts until engagements have been secured with the ore producers. The rate to the head of Lake Superior, as indicated by charters reported a few days ago, is 75 cents. At the same rate of freight a few boats, including the Onoko and the Robert and David Wallace, have been chartered to take coal at Chicago. The rate to Detroit is 40 cents. The schooners Masten and Paige will take railroad iron to Duluth at $1.10 free The propeller Queen of the West is chartered to take one load of coal to Marquette at 75c.

The following life-saving stations will open for the coming active season's service on the 16th inst.: Big Sandy life saving station, at foot of Lake Ontario. Oswego station, at port of Oswego, N. Y., Lake Ontario. Charlotte station, at port of Charlotte, Lake Ontario. Buffalo station, at Buffalo, Lake Erie. Erie station at port of Erie, Pa., Lake Erie. Fairport station, at port of Fairport, O., Lake Erie. Cleveland station, at port of Cleveland, O., Lake Erie. Marblehead station, at port of Point Marblehead, O., Lake Erie. The stations of the ninth district, being supplied with all modern improvements, including the Dobbins lifeboats to afford prompt and effective relief to the distressed mariner in case of shipwreck.

John S. Kelly, chief, and Wm. Donavan, second engineer on the Schoolcraft, go to Ogdensburg N. Y., on Wednesday to fit out the machinery of their boat.

Daniel Conway, last year engineer of the steamship Wallula, will not "plow the billowy" this season and has accepted a position as chief engineer of the new water works tunnel, soon to be commenced by the city.

Messrs. Tear and Wight are overhauling the machinery of the tug Dreadnaught, repairing the machinery of the Egyptian, Wokoken and their block works are running to full capacity. They are also working on the machinery of the Cormorant.

Chris Grover, the gentlemanly ship chandler, has recently received a pair of red bats from Mr. J. Daly, of Ashtabula. Although they have just been transported from a southern clime they and the lake breezes very well. The American express company deserve much credit for the care taken in bringing them on from Ashtabula as every one knows the delicate nature and fine constitution of red bats.

E. S. Wheeler, superintendent of St Marys Falls canal, writing to Mr. Geo. Kemp, says he thinks the canal will be open between the fifth and tenth of May. This dispatch has been transmitted to Mr. R. K. Winslow, from which we glean the following regarding the improvement of Hay Lake channel etc.

U. S. ENGINEER'S OFFICE
SAULT STE. MARIE, MICH, 4th April 1888

Mr. George Kemp, Sault St. Marie, Mich.

Sir: During March the water above the locks has been four inches lower than the average for March, and one and a half inches lower than it was during March of last year.

E. S WHEELER,
Assistant Engineer.

Our hearty thanks are extended to Capt. Babb, keeper of the life saving station at Goderich, Ont., for a well executed oil painting representing the crew of the life saving station of that port going to the wreck of the schooner A. C. Maxwell. The work is a splendid picture by an artist who was an eye witness and is a fine work. We thank the artist and Capt. Babb for this appropriate present.

The first of the seven steel steamships to be built by the Globe Iron Works Company, of this city, for Mr. J. J. Hill, president of the Manitoba Railroad Company, is completed and will be launched at their yard on Tuesday, April 17th. This noble craft is 292 feet keel, 312 feet overall, 40 feet beam, 24½ depth of hold, and a capacity of 2,800 tons. This boat has been built under the supervision of Capt. Murch, a marine man whose knowledge of shipbuilding is rarely excelled, and who has taken much pains to see that everything that could be done to ensure s rength, speed, and beauty has been attended to in the construction of this magnificent steamer. She is much the same as other boats built by this compauy, except that she has an open deck forward, which is thought by many to improve the appearance of the boat, and instead of crowding the deck with four towering masts, which are in such boats neither useful nor ornamental, she has but three, which also adds much to her beauty. The Northern Light is intended for package freight and coal trade. She is fitted up with the most useful and latest improved machinery for quickness and dispatch in loading, unloading freiget and working the ship. Some of the most noticable improvements are a Providence steam windlass and steam capstan from the American Ship Windlass Co., Providence, R. I., and steam steering apperatus manufactured by the Globe Iron Works of this city. Engines are the latest triple expansion stole. High pressure cylinder 24, intermediate 38, low pressure 61, with a stroke of 42 inches. Scotch type botlers 14 feet diameter and 12½ feet in length with 150 pressure, a sectional wheel 14 feet diamater and 17 feet pitch, all built by the Globe Iron Works. Her c bins are nicely finished in hard wood and she may be safe conuted one of the finest boats on the lakes. She will be commanded by Captain G. M. Stoddard, and Charles Davis will be engineer. The cost of this boat is about $250,000 and she is expected to travel about 12½ or 13 knots per hour. Messrs. Upson, Wallin & Co. have charge of fitting her, and in such able hands she will no doubt be well attended to in every detail.

Much praise is due the Globe Iron Works for the promptness exhibited in the building of the ship, and the marked raqidity with which she has developed from an idea to a splendid craft which looks as she may safely defy the wind and storm, and the management of Captain Stoddard it is safe to say she will without qoubt equal the expectations of her boat, bnilders and owners.

The steamer Yakima, has been in Cleveland drydock to receive a new wheel and other necessary repairs; the fire boat went in to get new buckets on her wheel; the schooner Delaware refastened forward calked between wind and water, new ceiling, new frames fore and aft; the schooner Richard Winslow, Captain John Connors, went in drydock Wednesday for new rail and stringers inside and out, new quarter deck, plank shear and other necessary repairs; the Allie May went into dock for new wheel. This company is also doing considerable work on the schooner C. H. Johns n and S. L. Watson.

A large crowd of people assembled at Radcliffe's yard last week to witness the launch of the steamship Philip Minch, built by them for Mr. Minch of this city, a detailed description of which appeared in the columns of the RECORD last week. The weather was in every respect propitions for the occasion, it being a warm, sunny spring day. Flags and streamers wafted gracefully in the breeze, and the decks were crowded with those who wished to enjoy the full benefit of the launch. We can say nothing particularly except that it was a grand success in every respect, for at two o'clock when the word was given to let her go, she seemed to seek the element which is destined to be her future home, went gracefully and easily into the river amid the whistles of tugs and the cheers of the crowd of spectators who had gathered to see the christening of this handwork of man. May her course be one of sefety and long life and profit to her owners.

CHICAGO.

Special to the Marine Record.

Captain J. Laughlin sold the schooner C. Amsden to Captain Henry Kane and others of Sheboygan; consideration $4,000 cash. She has had nearly $1,000 worth of work done on her this winter, and is considered an excellent bargain. Captain Kane will command her.

Captain J. A. Holmes is here from Cleveland, and has been looking after the Bradley fleet, and getting them fixed for the coming season. Mohr & Son, boiler makers, have put a new boiler in the steamship E. B. Hale, which will be allowed 119 pounds of steam.

The schooner Michigan is in one of Miller Bros.' drydocks, having leaks stopped. She was loaded with 31,000 bushels of wheat and was discovered leaking. On Saturday last she was taken to the Indiana elevator and about 30,000 bushels of her cargo were taken out of her in good condition. The remainder of her cargo, which is still in her, is damaged and has been sold.

The John Shaw was loaded last Thursday with 61,500 bushels of corn.

Captain Duncan Buchanan's schooner Stampede is in one of Miller's drydocks and has received new rider and bilge keelsons. She has also received a new suit of canvas, wire rigging and outfit from Henry Channon Co., ship chandlers and sail makers, and will enter on her new season's work in first-class shape.

D. C. Deegan has removed his meat market to 619 South Canal street, where he hopes to have all his friends call on him.

S. Cobb has appointed the following officers to his fleet: Captain Olsen and Engineer Wm. Eddy to the steambarge J. W. Westcott. Captain Minskey and Engineer Chas. Moreland to the steambarge T. D. Stimson. Captain Jas. Carr and Engineer Frank McCormick to the steambarge Annie Laura. Captain Wm. Turner and Engineer Ed Henchey to the steambarge Geo. Dunbar. Captain W. G. Phelps and Engineer Wm. Bradley to the steambarge Emma E. Thompson.

The steambarge J. W. Westcott has been fitted up as a passenger and freight boat, to run between this port and Traverse City. She has been in one of Miller's docks, and was calked all over, received new steel arches ⅞ths by 16 inches, and new steel plates on each side of main keelson, ⅞ths by 20 inches, by Donaldson Bros., and new cabins by Ed McGraw, ship joiner.

The steambarge T. D. Stimson has received new cylinders to her engine by Robt. Tarrant, increasing diameter and stroke each 2 inches.

The steambarge George Dunbar, last season a tow barge, has had a high pressure engine, 20 by 22, placed in her by Robert Tarrant, and a steel boiler, 7 by 12, built by Johnson Bros., of Ferrysburg and Muskegon, and she has received at Miller's part new decks, engine room, boiler house, upper cabin, pilot house, and texas.

The steambarge Emma E. Thompson is at Miller's, receiving part new deck beams and deck aft, new main keelson 16 by 16, new rider keelsons 14 by 14, new boiler house and cabin, new iron knees, by Donaldson Bros., and a new steel boiler 7 by 12, by Johnson Bros. She will run in connection with the McDonald Lumber Co., Platt river.

Captain H. Dhalke has sold the steamer J. W. Parmelee to Canabee & Son, Petosky; consideration $4,300. Captain Dhalke is having a steamer built at Saugatuck by Captain John Matrel, of the same dimensions as the Parmelee, but with more power. Her engine, 16 by 18, will be built by Robert Tarrant, a Scotch pattern boiler 7 by 10½, by the American boiler works, Chicago.

Captain D. H. Stocker passed through Chicago Sunday on his way from his home at Little Rapids to Cleveland to fit out the schooner M. W. Paige.

First Engineers, Mead, of the Lycoming, Potts, of the Lehigh, Steers, of the Juniata, and Pike, of the Wissahickon, are here fitting up the machinery of the Anchor Line Co.'s steamships.

Captain Lundberg, formerly of the schooner Willie Loutit, will sail the schooner Lottie Wolf.

Captain Martin Howard, formerly of the schooner Herschel, will sail the schooner Naiad.

The steambarge City of New York arrived with lumber Tuesday morning, her third trip this season.

The steambarge M. T. Green also arrived Tuesday with lumber.

The schooner C. P. Minch, which went to South Chicago last week from this port and loaded grain, has sprung aleak and wet a part of her cargo.

The steamship Wallula went to the Union elevator Wednesday to have her cargo of grain unloaded, she having sprung aleak.

The schooner Maggie Dall left this port for Grand Haven Monday, April 9, at noon, the first sail vessel to start this season. The Annie Dall followed her two hours later.

The schooner Rosabelle, Captain C. M. Elson, has received all new upper works, also new stern, rudder, windlass, knight heads, pawl bits, cabin and decks.

The Delta transportation company has made the following appointments: Steamer Soo City Byron Armstrong captain, T. J. Reese chief engineer, Ed. Plum clerk. Steamer Minnie M., J. B. Mondor captian, A. B. Lafranier chief engineer, F. M. Hubbard clerk.

The following are the Goodrich line appointments of masters and clerks: Steamer Sheboygan, E. W. Darcey master, W. D. Rosie clerk. Steamer Chicago, B. Sweeney, master, C. F. Conright clerk. Steamer Muskegon, N. E. Stines master, E. H. Schnederman clerk. Steamer Corona, A. Callagher master, Henry Pates clerk. Steamer Menominee, A. W. Rosman master, W. M. Herbert clerk. Steamer City of Ludington, J. W. Gillman master, W. S. Conright clerk. Steamer DePele, J. C. Raleigh master, C. H. Sabin clerk. Tug Arctic, J. Edwards master.

Captain Otto Grant, of Pentwater, will command the steambarge Saugatuck.

Captain H. G. Hamilton, of Alpena, formerly of the big barge Michigan, will sail the schooner S. B. Pomeroy.

Captain D. Corbett has put on new stanchions and calked the inside of his schooner Waukesha.

The steambarge Albert Soper, Captain Hogan, left here Weduesday morning on her first trip. WILLIAMS.

DETROIT.

Special to the Marine Record.

The steeple compound engine 24 and 46 by 36 built at the Frontier iron and brass works, for the new steamship building at Oades, shipbuilding yard is being put up on board. A steel boiler 12 by 12½ of Scotch pattern will also be supplied to her by that company.

The Frontier iron and brass works are compounding the engine of the tug Justice Field and giving her a new crank shaft. They also put a new crank shaft in the steamer Alpena.

The ferry steamer St. Ignace, left this port for the straits Saturday morning.

Captain P. Christenson, is here getting the steambarge Louis Pahlow, ready for the new season's work. She is in drydock at Springwells receiving new shoe and wheel and necessary repairs.

Captain C. L. Hutchinson, will command the steamship Rube Richards and Frank Williams will be 1st engineer, her consorts the Emma C. Hutchinson, will be commanded by Captain M. N. Place and the May Richards by Captain Frank Williams.

The government lighthouse supply steamer Haze, has been undergoing a thorough overhauling and renovating under the superintendence of Captain John Baxter. She has been put in first class sea going trim, and looks younger than ever. WILLIAMS.

GODERICH.

Special to the Marine Record.

We have lots of ice here yet as far out in the lake as the eye can reach but it getting very rotten.

We have three new tugs nearly ready for launching comprising two small fish tugs with 10 by 12 engines and one with 18 by 20 all for fishing purposes. The small tugs 54 feet keel, the big one 120 feet keel. They are built by Mr. Wm. Marlton, for Mr. James Clark. The fishing king of Goderich whose fishing station is in the Georgian Bay with shipping station at Wiarton. Mr. Clark leaves here as soon as the ice is gone with a fleet of five tugs and twenty-two fish boats. These fish boats were built here by Mr. Wm. Marlton and average 35 feet keel and 8 feet beam. Each fish boat when ready for work is worth about $1400 this is the fleet of fishers we sent from here every spring. We have the following schooners here, Jane McLeod, Captain John McLean; J. N. Carter, Captain D. McLeod; Gulnare, Captain J. S. Kilton; Todman, Captain All Lawson; Ariel, Findley McPherson; schooner Ontario is being hauled out to rebuild. We have also smaller vessels to numerous to mention. The government dredge is getting ready to work so that the harbor will be in good shape this season. B. B.

SHEBOYGAN.

Captain Buchanan who has been in Chicago superintending repairs on the schooner Stampede, returned home last Friday and reports that the vessel will be in first-class condition when navigation opens. She will have a full new outfit of canvas.

The steambarge G. T. Burroughs came in Sunday morning with a cargo of 45 to 50 M feet of lumber for the Crocker Chair Co., from Kewaunee. This is the first cargo of any kind received at this port this season except via the Goodrich boats.

The schooner Abbie was launched successfully off north point last Saturday evening and towed in port by the tug Fred Koehn, Sunday morning. She is lying at the Sheboygan Coal Co's. dock.

Captain Henry Kane and Dennis Minnehan last Wednesday sold the schooner Island City to Chas. Frœlich, the brick manufacturer, for $1,400.

The captain of the schooner Abbie says her rebuild will cost about $1,500 or 1,600.

MARITIME LAW.

DAMAGE—MEASURE OF—ESTIMATE OF REPAIRS IN PLACE WHERE DAMAGE OCCURRED—ACTUAL COST IN ANOTHER PLACE—RECOVERY—COMPLETE RESTITUTION.

U. S. District Court. Southern District of New York.

1. The person sustaining damage by collision is bound to act with reasonable prudence as respects repairs, and complete restitution is the extent of the damage recoverable.

2. When a vessel, damaged by collision in New York harbor, is there surveyed by experts and an estimate of the cost of repairs reported, and the vessel afterwards taken to another place and repaired at less than such estimated cost, she cannot recover, as her damage, more than the actual cost of repairs. The rule in insurance cases that the cost of repairs at the place of the injury or the nearest port is the measure of her damage, is not applicable to a case like the above.

Exceptions to Commissioner's Report.

Brown, J.

The collision in this case was within New York harbor. A survey was held there and an estimate of the cost of her repairs reported by the surveyors. The boat was thereupon taken up the North river to Rondout, where the repairs were completed at a considerably less sum, which sum the commissioner has allowed.

The libellants have excepted on the ground that as in cases of insurance the owner is entitled to have the boat or vessel repaired at the place of the injury or the nearest port, and that the cost of repairs at that port is accordingly the legal measure of damages without reference to the cost at a more distant port, whether less or more.

See Center v. Insurance Co., 7 Cow. 564. 580; Patapsco Ins. Co. v. Southgate, 5 Peters. 604, 609; The Catherine 17 How. 170.

Whatever may be the rule as regards insurance upon ocean voyages, it is not, I think, applicable to cases like the present. Complete restitution is the extent of the damage recoverable. The Potomac 105 U. S. 630, 632 and cases there cited The Baltimore 8 Wall. 377, 385-86. The libelant obtains in the amount reported complete restitution. To allow more would be to award him a profit for voluntarily taking his vessel to another place for repairs. Moreover, to admit such a rule and allowed more than actual indemnity on the ground that the estimates at the port of collision exceeded the ultimate cost of repairs at another place would be extremely impolitic as offering the strongest temptation to exaggerate estimates of damage and to fraudulent litigation. So manifest are the evils of such a course, that in the case of the Catherina, *supra*, it was held by the supreme court that where the repairs had been made and the cost of making them was known, the estimates of experts as to possible expense of repairs should not even be received as evidence, because unnecessary.

As a general rule, no doubt, the person damaged has the right to have his vessel repaired at the place where the injury occurs. But the duty not to incur unnecessary expense is well settled. The Baltimore 8 Wall. 377, 386-8; Warren v. Stoddard 105 U. S., 224 229; Grove v. Troy Laundry Co. 28 Fed. Rep. 553, 558; the Thos. P. Way, 28 Fed. Rep. 526.

The person sustaining damages by collision is therefore bound to act with reasonable prudence as respects the repairs.

Where the expenses of repairs at the place of collision would be exceptionally great, if the owner of his own motion takes his boat for repairs to another place less expensive, I see no good reason why he should receive more than his full actual loss, including the time and expense of going from one place to the other and upon request of the party in fault, with a tender of the expense of going and returning within reasonable limits, I have no doubt that acquiescence would be the owner's legal obligation.

The surveys in this case were, as I understand, the usual surveys which were a necessary preliminary towards making the repairs, and should therefore be allowed. If they were made for no other purpose and had no other use than a mere estimate of the amount of the damage, they would not in this case be allowed, because the duty to repair rather than abandon was obvious.

The exceptions are overruled and the report is confirmed.

DAVID LYNCH, shipbuilder, at St. Johns, N. B., has prepared a model for a yacht which it is purposed to build here to compete for the American trophy. A great many persons interested in yachting have seen the model and agree that a vessel built off its lines should be uncommonly fast.

IN package freight, the outlook is for as lower freights, and but few charters are being made. In all departments of lake business both sides, the shipper and the carrier, are holding off as long as possible, and only those who are forced to do so have made final arrangements for the season.

LIFE-SAVING APPARATUS.

A short time ago Captain Herriman gave an exhibition in Montreal harbor of the working of the Holmes' patent signal light life-saving apparatus which is said to be one of the greatest successes in its line yet discovered. The apparatus consists of certain chemicals enclosed in a tin canister, which is made fast to a life bouy; and in the event of any person falling overboard from a vessel, the canister is pierced with an instrument attached to it for that purpose, and then thrown with the life bouy into the water. A bright flame at once bursts from the canister, which is visible for a distance of over two miles, thus enabling the person in the water to swim to the means of safety, and also to show the men in the boat where to steer. The light cannot be extinguished by water, and the rougher the seas and wind the brighter it burns. A remarkable feature is that the light, though so powerful is only a light. There is no heat from it, and the lightest fabric cannot be burnt by it. Each light burns for more than half an hour. A second experiment was shown with a "Flaer up," to be used in case of wreck or collision, and giving sufficient light to illuminate the deck of a large vessel and so show the amount of damage and give light for the proper working under such conditions After the "Flare up" had been burning for ten minutes or more, in a tub of water, it was thrown into the river and sunk in about twenty five feet of water, and from this debth continued to throw up jets of bright flame at frequent intervals. All English vessels, including those of the Allen and other lines, are required by law to carry hem. Recently one of Her Majesty's ships was steaming at about twelve knots per hour, when a man fell overboard from the fore-yard. A life-buoy with one of these lights, was thrown over, a boat lowered, and the vessel stoped as quickly as possible; the man was picked up and was on deck again in less than half an hour. The price of the light is about $10, and of the "flare up" about $18 per case, containing three of the former and two of the latter.

Such an apparatus would be invaluable to our lake marine, as under existing circumstances, a man overboard is seldom ever seen again, especially if the night is dark. In case of a collision, too, valuable time, and sometimes lives are lost for want of proper means of examining the damage.

OBITUARY.

WILLIAM E. RUSSELL.

W. E. Russell, whose death is announced, at Pittsburgh, Pa., was past national president, M. E. B. A., and an active and zealous worker for the elevation of the profession. We learn only the bare fact at this writing, being without particulars. Mr. Russell will be greatly missed in the councils of the marine engineers' associations, where he was active in all that concerned their welfare. Mr. Russell was an old engineer with a very wide circle of acquaintances in all parts of the country, who will learn of his demise with regret.

CLAUD C. MASON

died at his home in Charlotte, Mich., March 23, 1888. He was the only son of Captain Christopher Mason aged 18 years, 6 months and 22 days. Claud C. Mason, was born at Ashtabula, Ohio, September 1, 1869, and when two years of age came with his parents to Charlotte where he has continued to reside until his untimely death, cut down in early manhood by that fell destroyer, death, who seems so impatiently waiting to take from us our loved one. He leaves a large circle of friends and acquaintances to mourn his departure. Of him it may be truly said, "None knew him but to love him." The bereaved parents have the sympathy of the entire community at this, their great sorrow.

LITERARY NOTICES.

The piquant and refreshingly novel story of "Yone Santo, a Child of Japan," which E. H. House is writing for the Atlantic Monthly, is continued in the April number. The same number contains the second part of Henry James's entertaining "Aspern Papers," which are written in Mr. James's most felicitous vein. Another very charming article is that on "English Faith in Art," by Elizabeth Robins Pennell. A timely biographical critique entitled "Ferdinand Lassalle," written by D. O. Kellogg, treats of that restless socialist's life, and its influence in Germany and France. "The First Crisis of the American Revolution" is the title of a most readable and valuable article by John Fiske, whose contributions to American Colonia History are always as important as they are welcome. Few recent poems are so well worth reading as "Turner's Old Temeraire," by James Russell Lowell, Houghton, Mifflin & Co., Boston.

DEMURRAGE.

TREASURY DEPARTMENT,
BUREAU OF NAVIGATION,
WASHINGTON, D. C., March 31, 1888.

To the Editor of the Marine Record, Cleveland, Ohio:

Information has been received from the U. S. Consul at La Guayra, that misunderstanding almost invariably arises at that port between the masters of vessels and consignees of cargoes in regard to the subject of demurrage.

The charters specify that the vessel shall have a given number of lay days for discharging cargo, and that, if the discharge has been retarded by default of the consignee, the latter must pay a stated sum for each day of delay after the expiration of the lay days.

It appears that the vessel is usually delayed, and that the master, on claiming demurrage, is confronted with excuses to the effect, that there was no default on the part of the consignee, but that the delay was occasioned by rough sea, bad weather, or the orders of the customs authorities suspending the discharge, which orders are frequently given as regards steamers which arrive in port.

It is suggested that charters might be drawn to meet the case.

Respectfully yours,

C. B. MORTON, Commissioner.

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Marine News.

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TWO STEAM FERRY BOATS—Will carry fifty passengers each; also, good-will and dock privileges These ferry boats are operated on a ferry line that will clear $1,500 a year. A party interested is not a practical marine man and is engaged in other business, offers for sale entire business or will sell one-third interest to capable party to take full charge of same. Price, $3,900. $2,000 cash; balance on time Write for particulars. Address MARINE RECORD, Cleveland, O.

FOR SALE.

THE Steamers Russell Sage, John C. Gault, and A. L Hopkins, all in first-class condition and rate A1. For full particulars address A. W. COLTON, Manager, Toledo, O.

FOR SALE.

THE FINE IRON TUG M. D. CARRINGTON—Length of keel 67 feet, breadth of beam 16 feet, depth 8 feet 8 inches. High pressure engine 20 inches diameter, 23 inches stroke; boiler 14 feet long, 6 feet 8 inches diameter. She is in excellent condition, For further particulars apply to A. RUELLE, 372 Atwater Street, Detroit.

Scott's New Coast Pilot

Second Edition, Revised and Enlarged.

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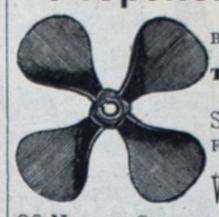

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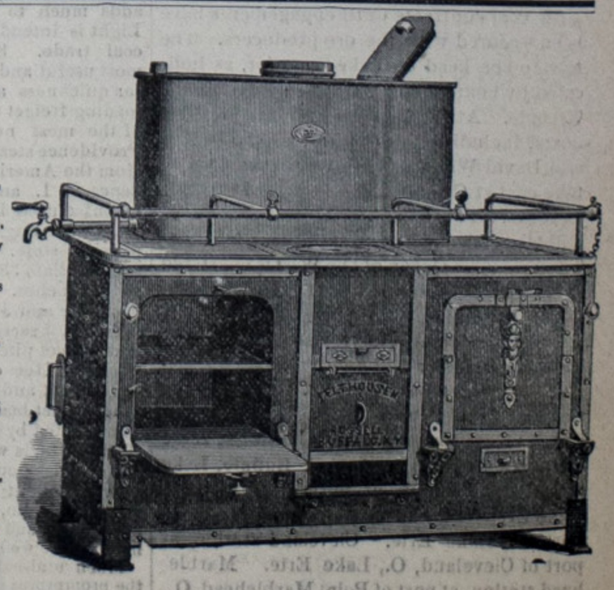

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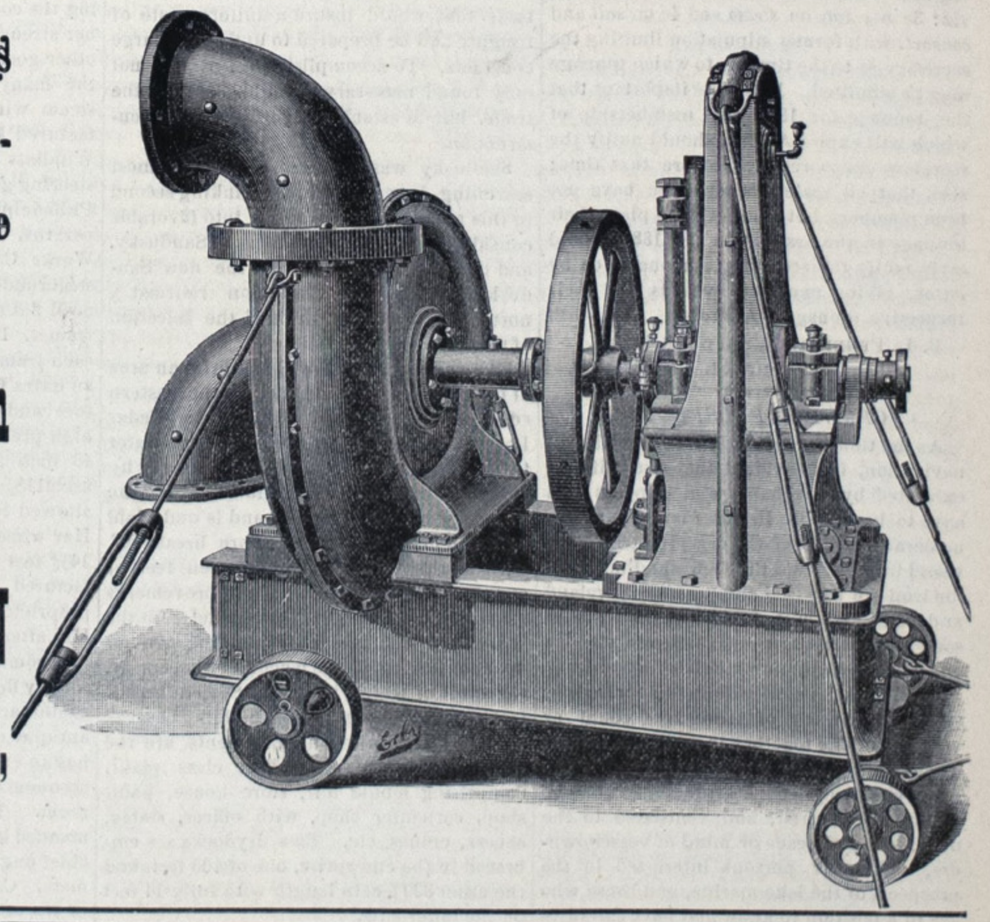

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CLEVELAND, O., THURSDAY, APRIL 12.

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Ninety-five sail and consort, aggregating.60,089 tons.

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MARINE RECORD—OFFICIAL PAPER.

NOTICE TO VESSEL OWNERS.

By resolution of Cleveland Vessel Owners' Association, February 2, 1888, the assessment on the tonnage for 1888, custom house register was levied the same as for 1887, viz: 3c per ton on *steam* and 4c on *sail* and *consort*. with former stipulation limiting the secretary as to the time up to which tonnage may be admitted. It is quite important that the tonnage for 1887 the membership of which will expire April 1, should notify the secretary as to renewal before that time; also, that all vessel owners who have not been members, but who desire to place their tonnage in the association for 1888, should early notify the secretary, personally or by letter, giving names of vessels and their respective tonnage. Address,

B. L. PENNINGTON, Sec'y and Treas.,
110 and 112 Water St., Cleveland, O.

OPENING PROSPECTS.

As the time approaches for the opening of navigation, it is evident that the stiffness exhibited by merchants and shippers will have to bend more in accordance with the moderate desires of the carrying trade and vessel interests, and the firm stand taken by the iron ore and coal shippers at Cleveland and elsewhere will assuredly vanish just as soon as the lake carriers, as represented by our first-class bottoms, can float around.

The idea of a syndicate being formed, or that any number of merchants could or would combine together to control a freight market for this or any other season is the greatest fallacy, and kill-joy that could be conjured up, aired, and ventilated to the detriment and peace of mind of vessel owners, and other persons interested in the prospects of the lake marine, and those who are in a position to know and have carefully watched the various fluctuations of our freight business at the opening and during the past season ridicule the idea of the bottom dropping out of the freight market this spring any more than it has done in the past, and consider that a paying rate of freight will be forthcoming at an early date. In any case nothing but good can result from the present stand taken by the vessel owners at this port. At the same time it would be only honest and candid to admit that lake transportation can and will be carried on at a less cost in the future than it has in the past, and still leave an adequate remuneration on the capital invested, for notwithstanding the fact that to build a first-class boat now means an immense sum over what it did to build one a few years ago, yet when the large tonnage is taken into consideration, and the saving of time due chiefly to the excellence of the improved and modern machinery, coupled with the easier handling of the large class of vessels in the principal ports, and the facilities adopted for discharging and loading, all tend to lessen the daily expenditure, and to minimize the actual cost of transport tion on the chain of lakes. On the other hand, due allowance must be made for depreciation of property, and a proper return for the large sums spent in the fitting out and equipment, and the various heavy expenses connected with marine risks which only those who have had an experience in the business are able to appreciate, hence the wisdom of endeavoring to see clearly how these returns and expenses are to be made good before accepting charters.

NEW ERA IN LAKE SHIP BUILDING

The new proposed iron ship building yard and engine works, at Sandusky, have excited some comment; so much so that we have taken pains to inform ourselves of the truth in regard to the same.

The establishment of these works is the outgrowth of an investigation which was made last summer, to ascertain what were the facilities of the lake ports to receive and distribute iron ore. At the same time it was deemed advisable to ascertain what the facilities were for building, repairing, and docking lake craft. Supplementing this was the solving of the problem, how to establish a rate of freight on the lakes that would have some degree of uniformity, and would be at such a rate that consumers, as well as miners of ore, would have some reliable sources upon which to base large contracts.

The important work of devising some plan to accomplish these results was intrusted to a practical man thoroughly versed in the moving of freights, and all that pertains to a railroad or vessels; and from his report on this subject the following points were taken into consideration.

1. The capacity and ability of lake ship yards to construct vessels.

2. The capacity of the different receiving wharves at Lake Erie ports to handle iron ore economically, and to ship the same to the interior.

From Buffalo to Detroit each port was visited at different times, and by expert engineers, and when their reports were handed in, it was decided that there was a large field for the establishment of a transportation or shipping company on such a basis that would insure a uniform rate of freight, and be prepared to undertake large contracts. To accomplish this, it was not only found necessary to build boats for the trade, but to establish a yard for their construction.

Sandusky was selected, after the most searching, investigation, and ranking second to this port Lorain was taken into favorable consideration. The advantages of Sandusky, and the facilities offered by the new Sandusky, Ashland & Coshocton railroad a north and south line, decided the selection of that place.

The new boat yard will comprise an area of over eighty acres, located on the eastern edge of the bay, and protected by Cedar Point, a level plateau, with ample water front, twenty-five hundred feet in length by 1500 feet in depth. As before stated, the ground is as level as a floor, and is underlaid by a stiff clay, whilst the shore breaks off, with slight dredging, to fourteen feet of water. A general plan of the improvements consists of a main building parallel with the shore line, 850 feet in length, the ground floor containing all the machinery necessary, the most of which will be of Scotch manufacture, and adapted for the building of large vessels. The other appointments are the usual betterments of a first class plant, comprising mould loft, store house, paint shop, carpenter shop, with offices, stable, sheers, cranes, etc. Two drydocks are embraced in the enterprise, one of 400 feet, and the other 330 feet in length with fully 14 feet on the miter sills.

At the present it is not designed to construct boiler or engines, but these two adjuncts will be added in due course. The Ship Building, engine & drydock Co., the Great Northern Lakes Steam Shipping Co., and the Sandusky, Ashland & Coshocton railway Co., are closely connected together in this undertaking. As has been stated, it is the intention to construct the vessels at this yard, and the general design, and plans of machinery will materially differ from the present style of vessels. No startling or impracticable type of engine or vessel will be attempted, and neither will the innovations be experiments. A thorough and experienced naval engineer has the matter in hand, and powerful influences are at work to make it a success. The company decline to give any details as to their financial backers, at present time, as that is a matter they claim that concerns only themselves, who are practical men, and not theorists.

In due time we promise a more detailed description of the mode of construction, and a further enlightenment of the construction and interest involved.

Ogdensburg, N. Y. on Wednesday to fitout

What thus far has been done is characterized by rare skill, foresight, and judgment, with a full comprehension of the difficulties and prejudices to be encountered. We understand that some of our large commission houses controlling heavy shipments of ore, have been consulted and their opinion is favorable to the enterprise. The present plans (subject to modification) are to lay down ten vessels at one time. All parts of the machinery will be interchangeable. The vessels loading at Escanaba will be of a larger class than those loading at Lake Superior ports. From what we can learn of the arrangements for discharging the vessels, and the terminal facilities for handling grain, ore, lumber, and coal, will be unsurpassed by any one of the lake maritime ports.

W. D. CRANE.

THE PASCAL P. PRATT.

Another event of interest in Cleveland will be the launching of the new steamer Pascal P. Pratt on Tuesday, April 17, at the yard of Messrs. Quayle's Sons, the well known ship builders of this city. The Pratt is one of two vessels, building by this firm for Hon. James Ash, of Buffalo, designed for the ore and grain trade. They are both splendid wooden boats, and further demonstrate that Messrs. Quayle's Sons are shipbuilders who know their business. The Pascal P. Pratt is 275 feet keel, 292 feet over all, 40 feet beam, 22 feet depth of hold, and will carry 2300 tons of ore, on 16 feet draft of water. She is built throughout of the best material that could be procured, and no pains have been spared in fitting her out with the most improved modern machinery for handling her, and facilitating the taking on and discharging of cargo. She is diagonally strapped with eighty pieces on each side, 5 inches by ½ inch thick, has four steel arches, two on each side; one inside 15 by ⅝ths, and outside 12 by ¾ths, with four spurs running down the bilge to the keelson; heavy plates on the outside of her frames on the floors, extending out to the bilge, 12 by ¾ths. Her planking is 5 inches in thickness excepting five strakes on her bilge which are 6 inches, and many other things have been done during the course of her construction to add to her strength without interfering with any other good qualities she possesses. Among the many improvements are a Providence steam windlass and steam capstan, manufactured by the celebrated American Ship Windlass Co., Providence, R. I. Steam steering gear from Messrs. Williamson Bros., Philadelphia, Pa., and a steam hoisting apparatus, manufactured by the Globe Iron Works Co., of this city, and a new patent steel rudder sleeve. On every third frame on dead flat there is a belt of iron, full size of frames, 12 inches wide, clear across from each frame to the bilge, equal in strength to an extra frame. Her machinery will be a fore and aft compound engine, 28 inches, high pressure, 50 inches low pres ure, and 48 inch stroke; two Scotch type boilers, each 11½ feet diameter by 12½ feet in length, allowed 150 pounds pressure to square inch. Her wheel is 12 feet 3 inches diameter and 14½ feet lead. All this machinery is manu factured by H. G. Trout., the well known proprietor of the King Iron Works, Buffalo. Her after cabins are large and commodious to accommodate passengers, and are handsomely finished in mahogany. The forward cabins are also roomy and are finished in antique oak and moorish fretwork. She has an extra cabin on the upper deck for the accommodation of the firemen, and an oil-room. This splendid boat will be commanded by Captain F. D. Welcome, Ed Riley chief engineer, and Wm. H. McNelley chief mate. Captain Welcome feels justly proud of his new boat, and expects to be loaded and away by May 1st. May good luck and fair winds attend him.

THREE grammes daily of antipyrin for three days before embarking and the same dose for three days following, is said by a French scientist to be a sure preventive of seasickness.—New York Tribune.

THE LACKAWANA.

On Saturday last at 3 o'clock p. m. the new steel steamship Lackawanna was successfully launched at the yard of the Cleveland Ship Building Co. She is the first boat built by the Company, and the event was one which had up to that time been a source of considerable speculation and discussion among those interested in such things. The huge steel ship lying on her stocks soon destined to solve the question which agitated the minds of those interested certainly looked as if the fear entertained were fully unwarranted, and in order to be certain no accident would occur no one was allowed on board. It was thought by many that the mighty craft would cause some disastrous accident on the other side of the river, which is occupied by lumber yards and a grain elevator. There was a fall of nearly 18 inches from the weights to the river, and it was believed the weight of the vessel as she plunged into the river would drive the water to the other side with such force as to do considerable damage. From 12 to 2:30 crowds who had heard of the event came flocking along both sides of the docks, and bofore the time came to let her go every available foot of space was filled up by a man, woman, or child. The lumber piles resembled a sugar barrel in fly time and it was surprising how people stuck to the top, sides and ends of the piles of lumber just opposite the boat. About 3 o'clock the word was given and the Lackawanna signified her good intentions by starting. She slid easily and gracefully along, the bow gaining peroeptibly, but before the forward end had advanced sufficiently to make any difference, off she went into the river like a thing of life, making as pretty and successful a launch as the people of Clevelcnd ever witnessed, fully demonstrating the fact that as shipbuilders the Cleveland Ship Building Company stand against the world. The editor of this paper, who in some manner "crowded under the canvass," saw the "show" from a central point, having procured a reserved seat by crawling up one of the hawse pipes while the Ship Building Co. were busy smoking a "Marine Record" cigars. The only spectator who was aboard her was the captain.

THE GERMANIA.

The new steambarge Germania built on Captain Davidson's own account, Length over all, 240 feet; breadth of beam, 36 feet 2 inches; depth of hold 20 feet in the shoalest place, a double decker. The frames are moulded on the keel 16 inches, on the bilge 14 inches, and at the tops 7 inches. She has all extra timber running from bilge to bilge, making almost an entirely solid bottom. She has main keelson 14 inches square, and 2 assistant keelsons 14x15; and 2 rider keelsons 12 inches square; she has strakes of bilge keelsons, 7 and 8 inches thick, all securely edge-bolted; and 4 through bolts in each frame to compose square fastenings.

She has four strakes of clamps 7 inches. thick, all notched into frames 2 inches; she has 2 streaks of stringers notched entire length of the vessel. Her planking outside is 4½ inches thick; and she is completely diagonally strapped, and an arch cord let in flush with the frames; and fore and aft chord at the head of the frame, running from stem to stern. She is fitted with the best and most modern conveniences for the crew, and the officers' quarters are simply elegant.

This vessel has the latest improved Providence windlass from the American ship windlass company and steam capstan, Williamson Bros' steam steerer, and patent anchors, steel wire rigging and iron blocks complete.

Her machinery is fore-and-aft compound, built by the King iron works, of Buffalo, the dimensions of which are as follows: High pressure cylinder 22 inches bore by 40 stroke; the low pressure cylinder is 40-inch bore by 40 stroke. She has steam reversed gear to main engine and all the latest improvements composing a complete engine.

One boiler is a large marine fire-box boiler, built by M Riter, of Buffalo, 9½ foot shell and 19 foot long, to carry a pressure of 130 pounds to the square inch and is made of 7 by 19 steel. She has iron boiler houses, all complete. This boat will steam from Chicago to Buffalo and return on 120 tons of coal, and she will carry 65,000 bushel of corn on a draft of 15 feet of water.

Last fall Reid & Co., of St. Ignace, paid $6,000 for the burnt steamer Arizona and wrecked barge Plymouth at Marquette. The Arizona is to be converted into a double-decker at Port Huron. No difficulty will be experienced in releasing the Plymouth.

LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1888.

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MARINE RECORD—OFFICIAL PAPER.

LAKE CARRIERS' ASSOCIATION.

ACTION ON HOUSE BILLS—NIGHT OFFICERS ON CLEVELAND DOCK—CLASSIFICATION OF VESSELS—WINTER BRIDGE AT DETROIT.

BUFFALO, April 11.

A meeting of the board of managers of the Lake Carriers' Association was held at Buffalo on the 4th inst., but owing to the absence from the city of several of the managers, the discussion of some important matters was deferred until a fuller attendance could be had.

Among the subjects, the discussion of which was postponed, was house bill 7760, described as a bill to regulate lake shipping. The opinion was freely expressed that such a measure was wholly unnecessary, and that it could not possibly be passed by either house.

A letter was read from the secretary of the Cleveland Vessel Owners' Association to the effect that, on account of lack of funds to defray the necessary expense, the collector would be unable to place a night officer on the dock at that city during the coming season. The secretary was instructed to reply to the letter stating that the Lake Carriers' Association would be willing to join the Cleveland Vessel Owners' Association in any action which that body might see fit to take toward having the appropriation for such purposes enlarged.

The report of the committee which was appointed at Detroit on the 3d ult., to confer with the Inland Lloyds in relation to the classification of vessels, was read and accepted. On motion, a committee of three, consisting of James W. Millen, B. L. Pennington, and James Carey Evans, was named to report to the board a plan in detail for carrying out the recommendations contained in the report of the first committee, copy of which is printed below.

With reference to house bills 5191 and 5192, it was understood that a committee was appointed at Detroit to draw up resolutions in co-operation with the Cleveland association, protesting against the bridges proposed to be built at Duluth, and as no report had yet been received from that committee, the secretary was directed to ascertain what action, if any, had been taken in the matter.

Attention was called to the proposal to build a railroad winter bridge across the Detroit river. The feeling of the meeting was that vessel owners ought to oppose any attempt to bridge the Detroit river, but further action in relation to the matter was deferred.

COMMITTEE REPORT.

March 17, 1888.

S. D. Caldwell, Esq., President, Lake Carriers' Association, Buffalo, N. Y.:

DEAR SIR: Your committee, appointed at the annual meeting in Detroit, met at the rooms of the Inland Lloyds in Buffalo, on Thursday, the 15th inst. Quite a number of gentlemen, representing the vessel and underwriters' interests were present, apparently from all the prominent ports on the lakes. The subject of the meeting did not appear to be clearly stated, and no organization of the meeting was effected. There was a very general conversation between the various vessel interests opposing the present classification and present rules for classifying vessels on the one side, and Captain Bates, who is manager of the Inland Lloyds, on the other. It seemed to be the fact, from the discussion, that in surveying vessels for classification in the register of 1888, the gentlemen appointed by the Inland Lloyds, had inspected the vessels, making their report in writing as to the condition of each vessel to Captain Bates, the manager. Upon this report, Captain Bates, without consulting any one, decided what rating each vessel should have. It seems that Captain Bates has compiled a set of rules which is his basis for classification. Your committee took the ground that no book of rules could properly be used for the classification of vessels already built; that each vessel must be judged according to its merits and condition, and it would be manifestly unjust to a vessel if she were in perfect condition and entirely safe and seaworthy in every respect excepting possibly one immaterial thing, and such

thing was mentioned in the book as reducing the rating of a vessel, to, in such individual case, be strictly governed by a fixed rule. Your committee conceded that if the object of a book of rules was to improve the character of the vessels to be hereafter built, it would be quite in accord with the views of your committee. Your committee strongly objected to one man, and that man appointed by the underwriters, having the power to rate vessels without any appeal from his judgment. Your committee finally made suggestions to the meeting, as follows:

1. That with reference to the classification of vessels in the Inland Lloyds register for 1888, before any vessel should have her classification reduced from that of the register of 1887. Captain McLeod and Captain Galvin should, with Captain Bates, take up the record of the survey of such vessel, and her class should be made only on the majority judgment of these three men.

2. That after a vessel had been given a rating in the register of 1888, any owner might appeal from such rating, and on such appeal, a re-survey should be had, the surveyors to be one man appointed by the vessel owner and one by the Inland Lloyds. If, after a survey, these two men should be unable to agree upon a rating, they should call in a third expert, and the judgment of a majority of these three should give the rating of a vessel which the Inland Lloyd should publish for the year 1888.

Third.—That, as the locality known as the lakes is the only locality in the world where the survey and classification of vessels was entirely in the charge of men appointed by the underwriters, a change should be made in the system in use on the lakes to conform to that of the rest of the civilized world.

Your committee suggested that the Inland Lloyds be hereafter composed of a committee from the underwriters and the Lake Carriers' Association; that these two interests, jointly, appoin the managers of the Inland Lloyds and have equal voice in the rules for surveying and classifying vessels; that the expense of the Inland Lloyds be hereafter met by the vessel owners and underwriters under some joint plan to be hereafter decided upon; one of the rules to be that no vessel should be surveyed or rated unless the owner of the vessel made an application to the Inland Lloyds for the inspection, and that the owner of the vessel pay a fixed sum, to be hereafter decided upon, for such survey and classification.

Your committee suggests to the association that this very important question be taken up by the managers at as early a date as practicable.

It seemed from the statement of the treasurer of the Inland Lloyds that a certain fixed expense had to be incurred in order to keep their bureau in operation. Some of their men were employed by the year, their duties continued through the year, it being their intention to survey every vessel as she went into dock, and also to keep current track of the condition of vessels while they were in commission. Your committee therefore suggests that, if there is any co-operation between this association and the underwriters with reference to a joint Inland Lloyds, early steps will have to be taken to secure from the vessel owners a contribution to this association which shall enable it to pay its proportion of the Inland Lloyds expenses, and your committee further suggests that, if it is found impracticable to have a neutral inspection of vessels as between the vessel owners and the underwriters, it may be necessary, as they believe it is entirely practicable, for the Lake Carriers' Association to have, at a very moderate expense, a bureau of its own, to survey and classify vessels, and they believe that the Lake Carriers' Association's survey and classification would undoubtedly be the means of bringing on to the lakes sufficient new insurance capital to protect the vessel owners in this association from any unfair combination of the present insurance, either in rates or in an arbitrary and unfair rating of vessels.

A. A. PARKER, Detroit, Mich.
M. A. BRADLEY, Cleveland, O.
[Signed] per J. C. GILCHRIST.
W. P. HENRY, Gen'l Mgr. L. V. T. Co., Buffalo, N. Y.

THE YACHTING SEASON.

The Cleveland yachting association held their monthly meeting last week at the Garfield club rooms. After transacting the regular business, the annual election was held. Rear Commodore Kelly had a great many interested listeners to his lecture, the subject of which was "How to Balance a Yacht Sail," illustrated by charts. The election resulted as follows: Commodore, George W. Gardner; vice commodore, Percy W. Rice; rear commodore, Chas. W. Kelly; secretary, J. G. Downie; treasurer, W. H. Kolbe; measurer, Charles Richter; assistant measurer, Edward Overbeke; surveyor, C. Krause; director I. L. Y. A., C. W. Kelly; fleet surgeon, Dr. C. C. Arms; collector, Ed. Saxe (of southern fame); executive committee, P. A. Mettling, Ernest Radder, F. H. Smead, Pro N. Anderson, W. W. Sly.

Although this city is far behind in this most interesting sport, compared with Detroit, Toledo, and other cities on the lakes, it has notwithstanding been appointed as the place of meeting for an interesting contest to be held this summer. A number of prizes have been offered, which may induce a great many yachtmen from other cities to enter their boats. The $500 cup that has been mentioned in a preceding issue, will be a most magnificent prize. A number of Canadian yachtmen have promised to sail, which will make this contest as interesting as the international races of the Atlantic ocean. It is said the races will take place the latter part of June, and will be visible from the Lake View Park of this city. The outlook is very favorable at present. A number of yachts are building, which, from the plans, seem as if they had quite a little speed in them.

A number of the boys are beginning to fit out. Ernest Radder seems to take as much interest as usual.

The Emma G. was launched last week, and, from what has been heard, the Rover will follow very soon. She presents a fine appearance, and will be better than ever when completed.

The Ida will have a number of new planks put in her, and will then be ready for launching.

We are sorry the Eole boys have had a mishap, but it is presumed they can replace some of her broken ribs.

John Overbeke and Doc Krauss arrived with their boat from Fairport Sunday. This will add another schooner to our fleet.

The Petrel has had her stern remodeled, and looks exceedingly well. We hope her speed will be increased.

Mr. Parish will have his new boat out in time for the races. She is a beauty and will astonish a great many of the boys.

Mr. Francis has had a new rudder made for the Iolanthe.

Lyman Bros. are building a compromise yacht to compete with the cutter Unique. She will be 19 feet 4 inches length on water line, and is the idea that Rear Commodore Kelley has had for some time. She has more beam than the Unique, and less depth of hold, and will not carry as much canvas as the cutter. Her center board box will not extend above the floor of the cabin. The board will be about 2 by 7 feet, and will give her quite an additional hold. Her ribs are all bolted in place, and there are very few nails being used elsewhere. Her planking will be finished in a few days when her line can be seen better. She will be quite a formidable rival for the Unique, and we hope they will have as much success with her as they did with others.

[*Around the Lakes Continued from 1st Page.*]

MILWAUKEE.

Special to the Marine Record.

May Durr is the name of the new steambarge launched at the Milwaukee shipyard Saturday afternoon. The boat was named after the daughter of Emil Durr, one of her owners. For half an hour before the launch a squad of police were kept busy keeping back the crowd, which numbered several hundred people, so as to be out of danger's way in the event of an accident. At 5:10 o'clock the signal was given, and the vessel slid gracefully off the ways, her stern striking the water a little in advance of the bow, while at the same time was unfurled her colors with the name May Durr—the name up to the time of the launch having been a well kept secret. As she recovered herself the boat presented a handsome appearance. Complete, the May Durr will have cost about $55,000. Her owners are Joys, Norris & Co., J. B. Merrill, Durr & Rugee, and John and William E. Fitzgerald. She is intended for both the lumber and grain trade, having a capacity, it is expected, of about 650,000 feet of lumber or 32,000 bushels of wheat. She is 163 feet keel, 177 feet over all, 31½ feet beam, and 13 feet hold. Her engine is a steeple compound, the cylinders being 20 and 30 inches bore by 36 inches stroke, and the boiler of steel 8 by 15 feet. Captain William Lund, formerly in the steambarge D. W. Rust, will command her and she will be ready about May 1.

The ship carpenters and calkers, who quit work in an endeavor to secure ten hours' pay for nine hours' work, have resolved to give up the fight and return to their duties. This conclusion was reached at a meeting held Wednesday evening. The men will report at the yards Friday morning.

Another steambarge, nearly done, is 240 feet in keel, 258 feet over all, 36½ feet in beam, 20 feet in hold. She has a Trout engine, 24 and 44 x42 inches, fore-and-aft compound. The boiler comes from Riter's, is 17x10½ feet, made of inch steel, and is to run at 135 pounds. The wheel is 11 feet in diameter. Her capacity is figured at 70,000 bushels of corn.

The third steamer is almost finished. Her keel is 225 feet, over all 241 feet, beam 36½ feet, hold 20 feet. She too has a Trout compound engine, 22 and 40x40 inches; and a Riter boiler 16 x9½ feet, of fifteen-sixteenths inch steel, to carry 130 pounds steam. Her screw is 10½ feet in diameter. She is to have capacity for 65,000 bushels of corn on 15½ feet.

The steambarge Manhattan has been in in dock at Wolf & Davidson's yard being ironed from stem to stern.

Captain A. Fitts and Engineer George Traufler have arrived from Toledo, and are fitting out the barge Monahansett, formerly of this port.

Captain W. Mack, the present owner of the barge Ballentine, with his engineer, Mr. R. Dingwall, is here fitting out the boat.

The F. and P. M. No. 1, while on her last trip, cracked her cylinder, which will compel her to lay up for three weeks.

The propeller Roanoke was put on the D., G. H. & M. R. R. line between here and the Haven, as the freight was coming in so fast that two boats could not keep it moving.

The gas company has let the contract for 30,000 tons of coal, which will make cargoes for some one.

We have in store here (boats and elevators) about 2,800,000 bushels, and as I understand the greater portion of this must be moved in the spring, I think that Milwaukee will again enter the grain trade.

The steamer Sanford, of Manistee, while on her way from Frankfort, was badly crushed in the ice and would have been lost if the tug Crowell had not rescued her.

It will be seen that the engines for the last two boats are somewhat smaller than usual for steamers of their dimensions. It will also be noticed that these engines are to be run with much higher steam pressure than customary. Captain Davidson expects to show good results by this plan

Mr. Arthur Howell's new steam yacht, Douglass, was launched at Gilmore's Tuesday afternoon in the presence of a large number of admiring spectators. Several of the papers, the MARINE RECORD among the rest, have said that the Douglass is the old Morning Star lengthened out and rebuilt. Such is not the case. She is an entirely new boat, and built after the most approved pattern. [We are pained to say that the only item clipped from the daileys for years, should unfortunately prove to be erroneous.]—

The city authorities are seriously figuring on a fire boat for this port. In view of the recent fires I think it is a good thing to have, but I doubt the advisability of the city paying for it. As it would be of great advantage to the fire insurance companies, let them pay one-half.

Marine matters are exceedingly dull.

The following vessel transfers have been reported from this port: Steamer Wm. Rudolph, B. M. Weil to H. M. Benjamin, one-third, $5,250; scow Salma, James Erickson to Julius Gjerson, one-third, $300. JAS.

ALPENA.

Special to the Marine Record.

Following are the Alpena appointments: The Gilchrist fleet: S. C. Hall, Harry Richardson master, John Councer mate, A. Wilcox chief engineer. Garden City, H. L. Foster master, Thos. Hazel mate, John Mahar engineer. Tug Sumner, John Donar master, C. M. Williams engineer. Tug Ralph, C. A. Richardson master, David Thompson engineer. Barges, Sam Flint, Captain Wm. Fowls; Michigan, Captain Hewitt Nellie Mason, Captain Harry Morey; Russian, Captain James Hamilton; Light Guard, Captain Thos. Stevens; S. H. Lathrop, Captain Jesse Jones; steam yacht Hinds, Captain F. W. Fletcher, Louis Ludington engineer.

Miner Lumber Co.: Steamer Fred McBrier, Captain D. Clerry; steamer Westford, Captain Harry Worswick; barge Monitor, Captain D. Sidney.

Comstock Lumber Co.: Steamer Porter Chamberlain, Captain Frank Holland.

Muellerwies & Co.: Schooner R. C. Lambert, Captain F. D. Sharpsteen.

The steamer St. Ignace, the first boat of the season, passed up at 6:30.

Captain H. G. Hamilton, formerly in Gilchrist's employ, will sail the schooner S. B. Pomeroy this season. The captain leaves here this week for Chicago to fit out.

Captain Bert Worswick, last year master of the barge Bay City will command the barge E. K. Roberts this season.

Captain George House has his boat, the tug Westcott, about ready, and will leave for Black River as soon as he can get out of the bay, which is solid yet. The fine weather we are having, however, will soon get away with the ice. I think boats will be able to get in here about the 20th. C.

PORT COLBORNE.

Contrary to reports circulated that the elevator would not be opened this season, the employes received word Monday to report for duty, as the elevator would be run as usual. The tug owners on the canal held a meeting here last week and decided to take turns and make rates for towing the same as last year. The tug men have commenced fitting out their tugs and getting them ready for an early start. The lake ice has commenced to move and is breaking up and disapearing rapidly. It is thought that before the end of the week the harbor will be all clear.

The canal will probably be opened between 16th and 23d.

CHEBOYGAN.

The report here that the ice crusher St. Ignace bound up had taken the north passage is without foundation, as she is only expected here toward morning.

Her appearance will cause rejoicing, as she will open the Straits between here and St. Ignace, when boats from Detroit can soon reach this point.

AGATE BAY.

Special to the Marine Record.

In the senate Tuesday Mr. Sawyer presented a letter from H. H. Porter, chairman of the Duluth & Iron Range Railroad company, Chicago, asking for an appropriation for the improvement of Agate bay, Minn., about thirty miles from Duluth, to which is a railroad from the iron mines of Tower, some 65 miles north, and from there 21 miles of road is being finished running northeast to additional mines. At Agate bay are docks capable of shipping 500,000 tons of iron ore per year, and the company did ship from there last year 400,000. They are now adding 750 feet to their docks, which are very extensive admitting whole trains to run on top of them, and there dropping the load into bins from which spouts run into vessels. They can load ten vessels of 2,000 tons each in a day. The company is expending this year $150,000 at Two Harbors for docks etc., and for other terminal facilities another $100,000. Mr. Porter says that within two years they ought to ship 1,000,000 tons of iron ore, and 100,000 tons of coal a year.

The tonnage of Agate bay this year will be at least forty times the tonnage of Grand Marais.

The appropriation for the latter is none too much, but that for Agate bay should be at least twice that for Grand Marais. He hopes a reasonable appropriation may be voted for Agate bay.

The letter was referred to the committee on commerce.

BAY CITY.

Special to the Marine Record.

The schooner Nellie Mason, which went ashore last year on False Presque Isle, has been in the Bay City dry dock and received a new bottom, new keel, pocket pieces, all new frames, part new floor timbers, new planking to two or four strakes above turn of bilge, new stem, stern post, rudder, part new decks, forecastle deck and forecastle, part new cabin, new hatch combings, new pointers aft, half new center board box, new stringers under deck beams notched in one inch running full length, part new ceiling, some new tamarack knees, part new rail, new main and foremast, three new topmasts, refastening and recalking. After the spring dockings the barge Little Wissahickon will go in dock for a general overhauling.

The Bay City Iron Company are compounding the engine of the tug Saugatuck. They will also supply her with a new wheel.

WILLIAMS.

MACKINAW CITY.

Special to the Marine Record.

It seems funny to the folks up in this arctic country to read in the MARINE RECORD that at Muskegon, Bay City, and other Michigan ports navigation is nearly or quite open, while here there is no more prospect of a break up than there was a month ago. We have nearly four feet of snow on a level, and as for ice, there is no limit to it. We had a heavy thunder shower last Wednesday night, but it did not weaken the ice; on the contrary, it strengthened it, for it turned cold afterwards and the rain which came on top of the ice has frozen solid, making it firmer than ever. The ice from here to Lake Huron is smooth and is from two to three feet thick. A couple of weeks of warm weather would rot it out, but it is not this ice that we are interested in. It is between McGulpin's and Waugoshance lights where the ice is last to break up. As far as the eye can reach westward from McGulpin's it is an unbroken field of piled ice, which is from five to twenty-five, and in places fifty feet deep. With ordinary spring weather it does not seem possible for boats to get through the straits before May 10, and we would not be surprised if it were the 15th before boats could force a passage. Your correspondent has lived here twenty years, and never before saw the ice so solid at this time of year. The latest opening in the past thirty years was May 6, 1875.

Everybody is anxious to have the St. Ignace arrive so that she can test her abilities as an ice-breaker before the ice goes out. She is expected to leave for the straits on the morning of the 9th. S.

THE steambarge City of St. Joseph, which has been rebuilt at Miller Bros.' drydock, Chicago, will come out under the new name of S. K. Martin.

The Only Shirt Factory in the City

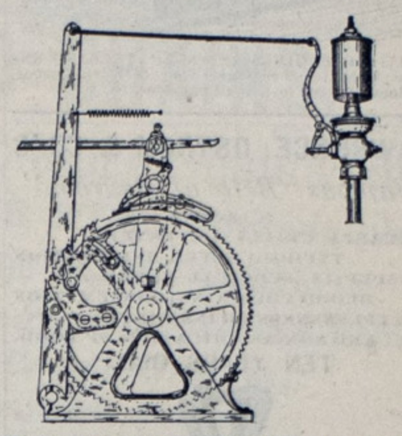
Where all kinds of *Flannel Shirts*, Navy-blue, double and single-breasted *Sailor Shirts*, *Waterproof Shirts*, *Cheviot Shirts*, made in a *regular home-made style*, every shirt 54 in. wide, 40 in. long, wide sleeves, extra well sewed, can be found at the Boston Dry Goods Store, 213 Detroit street, second door from corner Pearl streets. Also *Our own home made Jean Pants, Overalls, Jumpers*, etc., and all of above will be made *to order* if the customer desires it, for the same price as sold ready-made.

Don't forget to call on KOHN & CO., 213 Detroit St., near corner Pearl.

THE CHASE FOG WHISTLE MACHINE.

The dangers attending fogs on the lakes are well known to all our sailor men, and all know that the regulations require that, during fogs, a signal shall be sounded at regular intervals. Under the old system of fog signals, the service and close attention of a man was required at all times while navigating in a fog, and this service became so monotonous that Mr. Chase, engineer of the steamer Ohio, devised and patented a machine which, when attached to the engine, would sound the fog whistle automatically.

The cut shows the position of the machine, and its action on the whistle.



During the season of 1887, the following named steamships, thirty in number, were supplied and equipped with our machines. The same having given entire satisfaction in each and every case, we refer with pleasure, all those interested, to the owners and masters of said steamers:

Wilson Transit Line, Cleveland, O.—Steamers Spokane, Wallula, Kasota, Tower, Yakima, Missoula, Sitka.

Northwestern Transportation Co., Detroit, Mich.—Steamers Fayette Brown, R. J. Hackett, Forest City.

Cleveland Transportation Co., Cleveland O.—Steamers Sparta, Havana, Vienna, Townsend.

Bradley Transportation Co., Cleveland, Oo.—Steamers City of Cleveland, Henry Ghisholm, Superior, E. B. Hale, M. B. Grover, J. S. Fay, R. P. Ranney.

H. H. Brown, Cleveland, O.—Steamers Smith Moore, Chas. J. Sheffield.

Owen Line, Chicago, Ill.—Steamer Ira H. Owen.

Cambria, Outhwaite, Samuel Mather, R. R. Rhodes, Columbia, Aurora.

The machine is at all times under the control of the captain; that is, if it is necessary that a signal shall be given to a passing steamer, or for any other purpose, the moment the captain pulls his wire, the fog whistle machine is thrown out of gear and will not resume its sounding until it is permitted to do so by the master.

Following is the report presented by the committee:

To the President and Board of Supervising Inspectors of Steam Vessels:

Your committee to which was referred the 'Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON, } Committee.

The manufacturers are the Chase Fog Whistle Machine Co., corner of Elm and Spruce streets, Cleveland, O.

AMHERSTBURG.

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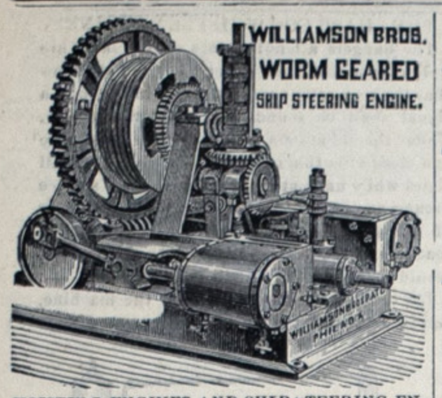

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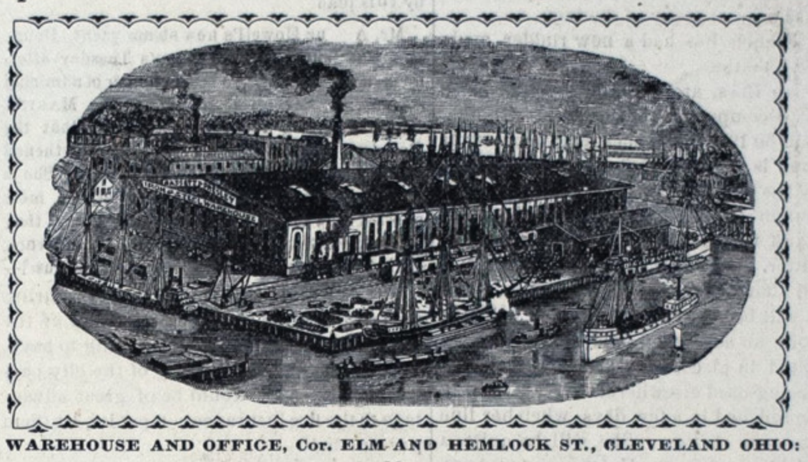

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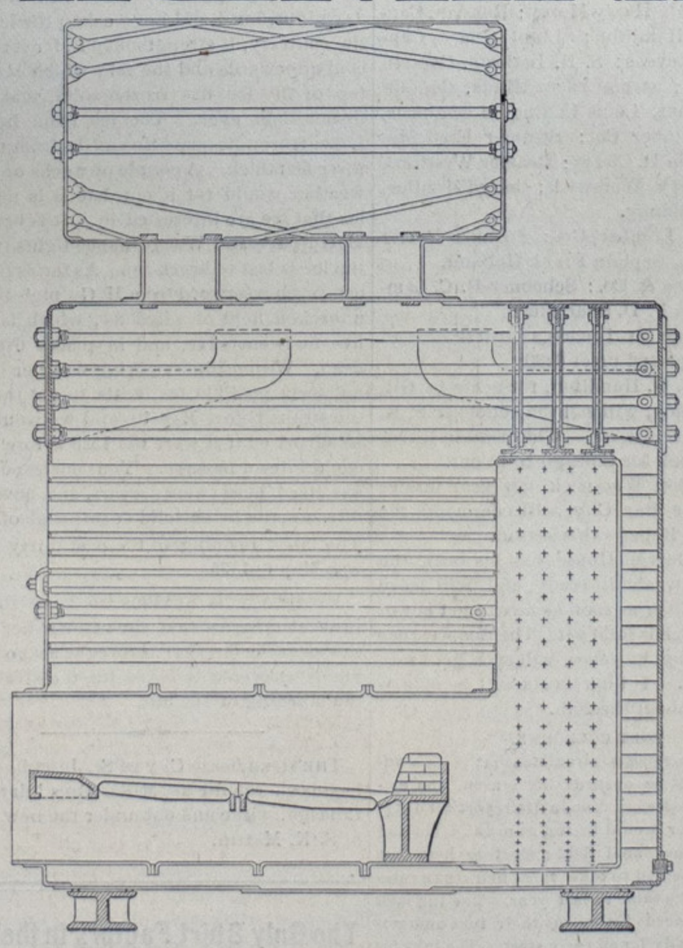

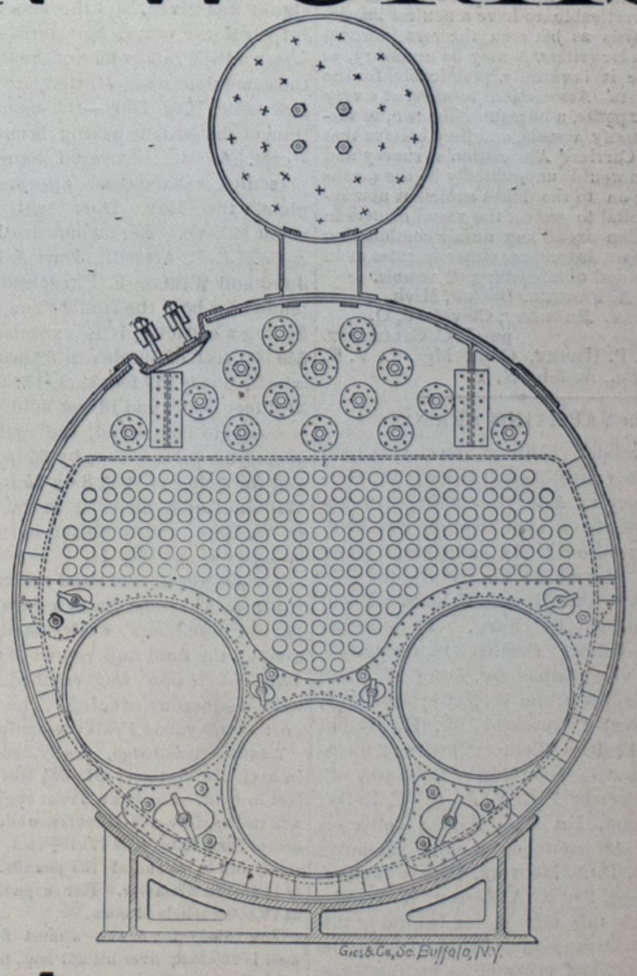

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Eastward.	Arrive.	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A. Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwark	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 30 A M	5 45 A M
No 25, Mich Accom Norwalk	.....	†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.
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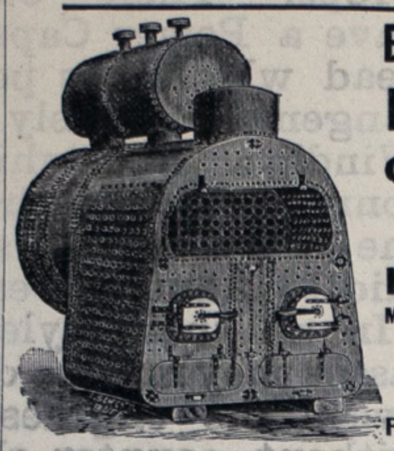

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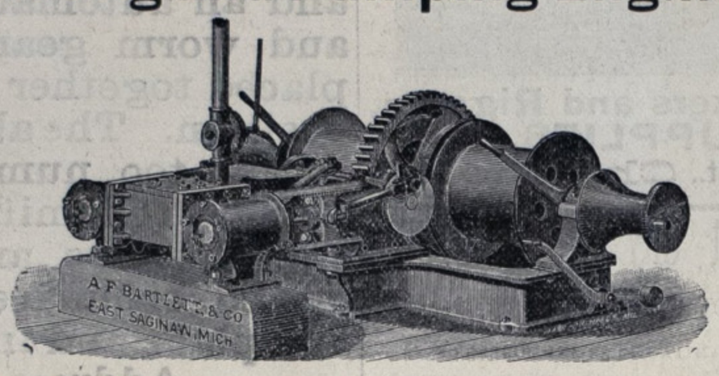

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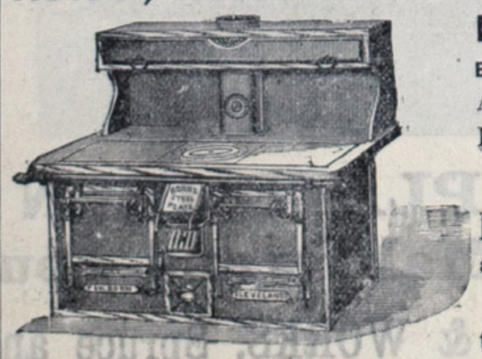

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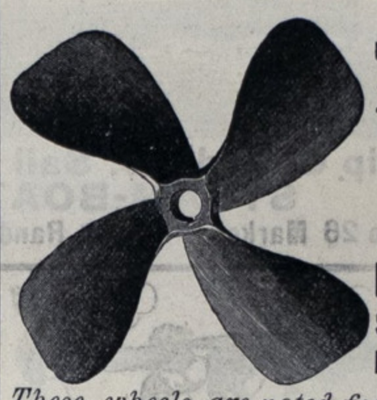

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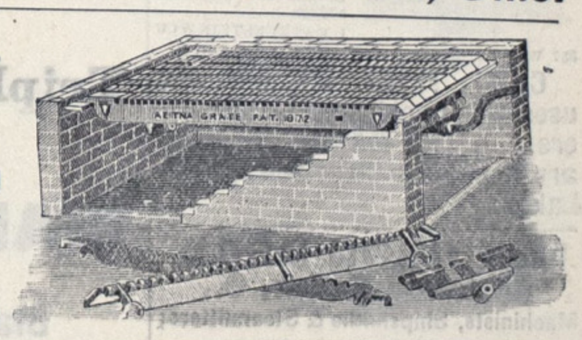

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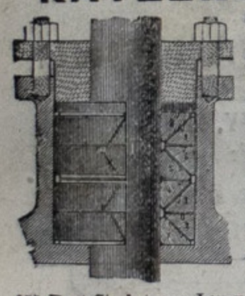

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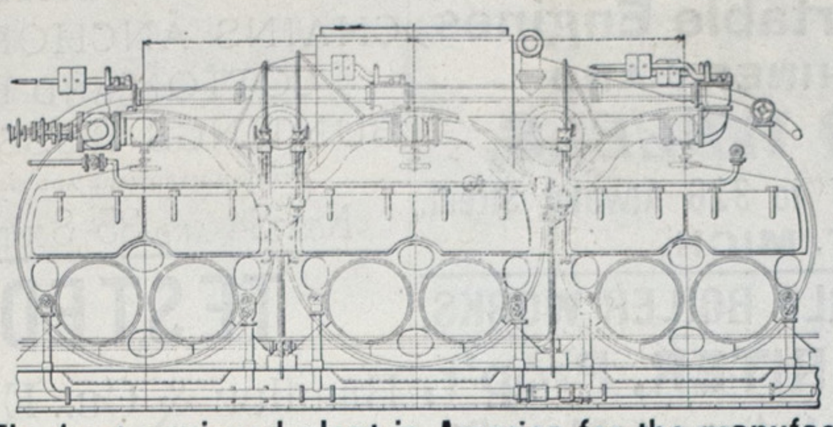

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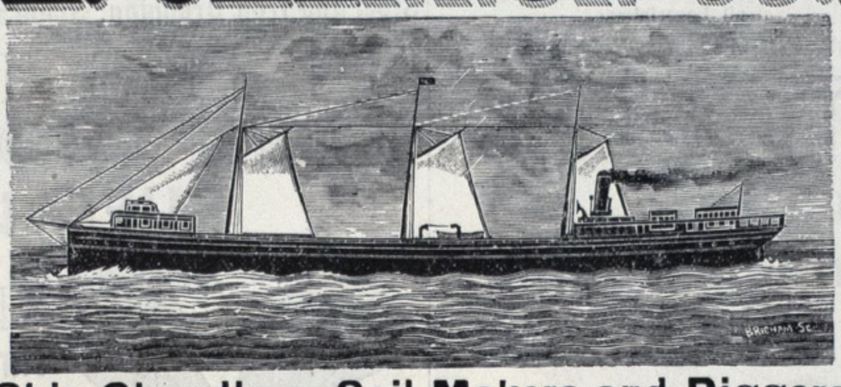

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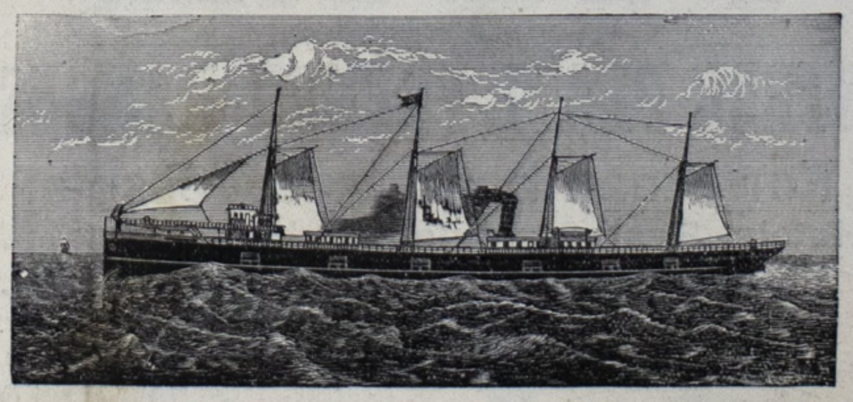

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